



RAILROADS.

LOCAL TIME TABLE.

Missouri, Kansas and Texas.			
NORTH BOUND.			
Mail.	7:00 p.m.	7:20 p.m.	
Express.	7:30 a.m.	7:50 a.m.	
SOUTH BOUND.			
Mail.	8:00 a.m.	8:20 a.m.	
Express.	8:30 a.m.	8:50 a.m.	
Texas and Pacific.			
EAST BOUND.			
No. 1, daily.	7:30 a.m.	7:50 a.m.	
No. 4, daily.	8:00 a.m.	8:20 a.m.	
No. 8, daily.	8:30 a.m.	8:50 a.m.	
WEST BOUND.			
No. 1, daily.	8:00 p.m.	8:20 p.m.	
No. 4, daily.	8:30 p.m.	8:50 p.m.	
No. 8, daily.	9:00 p.m.	9:20 p.m.	
Transcontinental.			
NORTH BOUND.			
No. 32.	7:00 a.m.	7:20 a.m.	
SOUTH BOUND.			
No. 33.	7:30 a.m.	7:50 a.m.	
Fort Worth and Denver.			
NORTH BOUND.			
North bound.	7:30 p.m.	7:50 p.m.	
SOUTH BOUND.			
South bound.	7:30 p.m.	7:50 p.m.	
Gulf, Colorado and Santa Fe.			
NORTH BOUND.			
No. 4.	11:25 a.m.	11:45 a.m.	
No. 2.	11:55 a.m.	12:15 p.m.	
SOUTH BOUND.			
No. 2.	11:25 a.m.	11:45 a.m.	
No. 4.	11:55 a.m.	12:15 p.m.	
Fort Worth and Rio Grande.			
NORTH BOUND.			
Fort Worth.	5:30 p.m.	5:50 p.m.	
Houston and Texas Central.			
Express trains.	6:00 p.m.	6:20 p.m.	
All the above trains from the Union Depot.			
C. D. Lusk, Ticket Agent.			
St. Louis, Arkansas and Texas.			
Express and mail.	6:15 p.m.	6:35 p.m.	

THE RAILROADS.

Officials of the Fort Worth and Denver in the City to Hold the Annual Meeting.

What Immigration Commissioner Cameron Has Done for the Panhandle—The Fort Worth and Rio Grande.

Home Notes.

W. C. Robinson of the Denver, Texas and Fort Worth was in the city yesterday.

It is predicted that the Houston and Texas Central will be the next road to give Fort Worth double daily train service.

The laying of the third rail on the Rio Grande road, which stopped at Canon City some months ago, has been resumed, a large gang being employed in laying the standard.

The fact that the Fort Worth and Rio Grande had bought 10,000 tons of steel rails purchased yesterday was, therefore, looked upon as an indication that work would soon begin.

The proposed meeting of the International Association to revise Texas rates in accordance with the advance ordered by the presidents of the various roads will not be held until December 11, and the place of meeting will probably be St. Louis instead of Chicago.

General Manager Scott and Superintendent Phillips of the Atchison, Topeka and Santa Fe left for the north in a special car yesterday morning. There was a rumor current that President Strong would be in the city yesterday, but this was without foundation, the presence of General Manager Scott probably giving rise to the rumor.

General Manager Meek of the Fort Worth and Denver, and E. T. Reynolds, connected with the road, arrived in Fort Worth last night in Colonel Meek's private car, and were met at the depot by President Jones and Dr. W. A. Adams, one of the chief surgeons of the system. J. T. Grainger, of New York, treasurer of the company, and S. Tighman, largely interested in the affairs of the company, had already arrived and gone to the Ellis Hotel, where Colonel Meek and party repaired. The gentlemen had nothing to say except the annual meeting would take place tomorrow.

General Notes.

The present managers of the Trunk road think there will be a change in the road about January 1. We don't care what kind of a change is made if the road is put through and repaired. [Kaufman Sun.]

It is reported that a scheme is on foot to organize a federation of all railroad employees, excepting conductors, the membership of which will be about 100,000. The features are to be an insurance and strike fund, and that no branch shall quit work without gaining the consent of the governing board of the federation.

The fast mail was passing through Herkimer, N. Y., a Blagman Wolfer, giving the proper warning, suddenly saw two girls walking on the track. He could yell and then leave them to their fate, or he could rush to their rescue and his own fate. There beat the hero's heart in Blagman Wolfer. He rushed for the

girls. When the train had passed the girls looked for their rescuer. He lay limp, bruised, crushed—dead.

They do some things well even in Russia. There has recently been adopted on all Russian railroads an ingenious device. It consists merely of a tablet, conspicuously displayed in each compartment of the train, bearing the name of the next stopping-place. A simple bit of mechanism enables one of the train hands to make the necessary change for each station. Such an arrangement is comparatively inexpensive and is of very great service to passengers.

The success of General R. A. Cameron, commissioner of immigration of the Fort Worth and Denver, in bringing people to the Panhandle of Texas is due in large part to the methods he has pursued in placing the country before the people. General Cameron studied the Panhandle closely, he went among the farmers and the people generally, he knew what the land would do and then he could say to the people of Iowa and other states, "If you will come to Texas and settle on the line of the Fort Worth and Denver anywhere from Wichita Falls up to Texline you can raise wheat, oats, barley, rye, sorghum, the forage crops generally, and by adding a few cattle you will do well, but you should not try to raise cotton and corn."

What General Cameron told them has been verified. Those who have come and who have followed his advice have done well, and will do better. The finest wheat which has been brought in Fort Worth this year came from Wilbarger county, and hundreds of thousands of bushels of splendid wheat will be grown along the Fort Worth and Denver in 1899. In fact this very section will become the granary of the United States. It has already paid the Fort Worth and Denver to have the land properly studied and properly represented. Railroads employing intelligent immigration commissioners like General Cameron will reap their reward. The people who come are not disappointed and the railroad company has in consequence a contented set of patrons. Fort Worth will also profit by the wise action taken.

Some Great Railway Corporations.

For the year ending December 31, 1888, the London and Northwestern owned in whole or in part 1834 miles of road, the second largest mileage in the United Kingdom, the Great Western operating 2427 miles. It owned 2533 engines, 6473 cars and 23,432 wagons or freight cars. The Midland Railway owned 82,734 wagons and the Northwestern Company 75,337. The capital of the London and Northwestern amounted to £101,760,000, equal to about \$500,000,000. The company has since then not greatly increased its mileage or its capital. In 1884 it carried 34,974,111 passengers and 33,096,510 tons of freight. We do not know how many men it employed. It was and still is the largest railway company in Great Britain. The Pennsylvania Railroad company owned on January 1, 1888, 455 miles of road, and leased and operated in all 2383 miles; it owned 1349 engines and 32,101 cars of all kinds. It carried 35,755,759 passengers and moved 50,033,296 tons of freight. The Atchison, Topeka and Santa Fe Road owns 3365 miles of road, and operates 7384 miles. The Pennsylvania road does not operate the second largest number of miles of road; there are at least five larger roads in mileage in this country. They are: The Atchison, with 5225 miles; the Chicago, Milwaukee and St. Paul, with 5355 miles; the Chicago, Burlington and Quincy, with 4235 miles; and the Chicago and Northwestern, with 4101 miles. [New York Sun.]

A Horrible Conspiracy.

There have been several occasions in the history of this country when the life of a newly elected president has been in grave danger. The memorable trip of Abraham Lincoln to Washington just previous to his first inauguration is familiar to the present generation. Threats against Hayes were not few. Garfield, Arthur and Cleveland were marked as victims by irreligious "cranks." But not since the days of Lincoln has there been an organized conspiracy against the life of a president.

It is therefore with the utmost horror that the Journal contemplates the details of a conspiracy against the life of General Harrison, which has just been brought to its notice. Exposure of the diabolical plan, however, prevent its consummation. The plan seems to be about like this: The president-elect must make a trip to Washington not later than March 3. He will doubtless travel by rail. Upon this probability hinges the possible success of this ingenious plot. He will ride in a luxurious car, furnished with all the comforts known to modern travel. Apparently no effort will be spared to insure his comfort and safety. But somewhere on that train will be concealed the Deadly Car Stove. It is expected to be the chief actor in the conspiracy; to it has been assigned the duty of committing the awful deed. It will have for its co-conspirators General Indifference, Patient Public, Broken Rail, Open Switch, General Wreck and others. It is for these to furnish the opportunity for the principal actor in the tragedy, the part that has been assigned to him. If they should fail the plot would fail and the president-elect would escape. It is not improbable that the exposure of the scheme may result in its early failure.

ure. For this is one of the things that are inevitable: The Car Stove must go. [Minneapolis Journal.]

Accepted by Atchison.

The city council of Atchison, Kan., after a protracted debate, has voted to accept the proposition of the Missouri Pacific to locate the proposed new shops of the company at that point. The city contributes \$100,000. The question hinged on the stand taken by five of the councilmen, as a condition precedent to the ordinance to several outlying additions should come into the city limits. The owners of these finally consented, and the ordinance passed by a vote of nine to one amidst applause. The company three years ago bought 100 acres of ground west of the city upon which to locate shops, and a proposition was later submitted, but the two great strikes intervened and the project was abandoned. [Denver News, December 6.]

Missouri Pacific's Drop.

The Missouri Pacific fell below the lowest point ever known since the stock was quoted on the Stock Exchange, on Tuesday, but yesterday it fell lower still, and it is now selling for exactly one-half the price of the stock when Mr. Gould was no more bullish upon it than he is to-day. As for Atchison, it was thought a very rash bet six weeks ago to wager that it would cross Union Pacific this year. It has done so easily with a whole month to spare, and now if New England would only stand still for a while or brace up a little, Atchison would soon catch up with that fancy too. What would you think of a wager that Union Pacific would catch up with Burlington and Quincy within six months? There are probably people enough who would be willing to lay that wager without asking big odds either. [Wall Street News, December 6.]

High Railway Speeds.

It would be unwarranted to say that we have reached the limit of speed on railways; yet very few people ever speculate on the possibilities of higher speed, and what limit it will reach. The tendency is constantly toward quicker travel on express trains, and the officials of the leading roads of the country—the arteries of travel and traffic—are steadily at work straightening tracks, cutting deep and long, and improving and leveling the roadbed, all of which are necessities before speed can be greatly increased. Then come engines with increased grate surface and consequently more steaming capacity, and with larger diameter of drivers. A few years ago five-foot drivers were the largest used on passenger locomotives. Now those of six and a half feet are common. Given the same piston speed, and a locomotive with six and a half foot drivers covers twenty-two feet at each revolution, where an engine with five-foot drivers will cover only eighteen feet.

The principle of short trains and more frequent ones, finds favor on roads which are working to reduce their running time. The short train can be stopped and started more quickly, is capable of higher speed, and in all ways is more convenient than a long one. All these things are working together to increase train speed; and with the tracks reasonably straight, with no steep grades, with solid roadbed, heavier and more powerful locomotives, and trains of four coaches, the time cannot be far distant when sixty miles an hour can be made the regular running time of express trains in sections of the country where the heavy travel will justify the expense.

But a mile a minute can by no means be taken to be the lowest practical time limit. It has been often exceeded on our present roads; and there is no doubt that with roads built to stand the tremendous rush and shock of high speeds, with better bridges, heavier engines and rolling stock, a mile a minute would be slow to the speed which is mechanically both possible and safe. There is of course a limit to high speed of trains, beyond which faster running can not be made regular; but we are inclined to think that economic limit will be nearer 100 miles per hour than sixty; and in fact, it is believed that the day will come when 100 miles per hour will be made on American railroads. There is no insuperable difficulty in the way; it is a mere matter of the perfection of the road, power of the engine, and strength of cars. When it is profitable to use such a high speed, we may be sure American enterprise will give us the means of reaching it. [Tribune Blade.]

THE HAYMARKET RIOT.

Another One Was Expected in Chicago Yesterday, But It Failed to Materialize.

CHICAGO, Ill., Dec. 9.—The streets around Haymarket were thronged with people all the afternoon who came expecting some sort of an anarchistic demonstration. More policemen than usually detailed on these streets were on duty, and did not allow crowds to congregate about the corners or saloons. There were no more people than usual on the street and adjoining quarters on Milwaukee street or in the saloons frequented by anarchists on the Island avenue and on Twelfth street. Until 3 o'clock in the afternoon the entire force of policeman was on reserve. West side stations were filled with officers up to that hour, but absolutely no trouble was encountered either in these localities or elsewhere in the city. Only one meeting was held in the city so far as known, and that was held ostensibly by the German freethinkers for the purpose of organizing a conspiracy of believers in social and religious liberty, the aim of which should be the founding of a school for children where religion might be entirely done away with. About 300 people were present, mostly women and children. Detectives were present by invitation.

Militia Ordered Out in Missouri.

KANSAS CITY, Mo., Dec. 9.—Governor Morehouse, who is now at Berier, Mo., has ordered out the militia, and Colonel Moore will leave here at 6 o'clock in the morning with two companies of the Third regiment for the scene of trouble.

The Record of a Rogue.

BOSTON, Mass., Dec. 8.—Sarah E. Howe, who, it is estimated, has swindled people out of at least \$200,000 by her plausible schemes, chief among which was the "Woman's Bank," was arrested this afternoon upon complaint, as far as could be ascertained, charging her with swindling four ladies in 1886 out of \$2000. She has a long record of confidence games.

THE NEW SOUTH.

A List of New Industries and the Enlargements of Old Ones Under Headway in Texas.

Manufacturers' Record.

In its weekly "Construction Department," giving a list of all new enterprises in the South, the Manufacturers' Record of this week contains the following items of new industries and enlargements of old ones in this state:

Ablene—School—Money is being raised to erect a two-story brick school building. John Hoeny, Sr., can probably give information.

Ablene—Corn and Flour Mill—The stock company lately mentioned as organized by the Farmers' Alliance to build a roller flour mill, have ordered machinery for a roller corn and flour mill. The corn mill will be in operation by January 1, and the flour mill in time for the next crop.

Alvarado—Creamery—A company is being formed to start a creamery.

Brownsville—Public Improvements—The city council have decided to issue \$15,000 public improvement bonds to complete the sum needed for the school building, jail and enginehouse, etc., previously mentioned. The mayor can give further information.

Burnet—Ice Factory—Frank Schraud and Charles Schmidt of San Antonio will erect a three-ton ice factory. They have leased a site and will soon commence work.

Corsicana—Mining, etc.—The Texas Investment Company has been chartered, with John C. Willis, George F. Williams, R. O. Elliott and others as directors, to deal in land, engage in mining, etc. The capital stock will be \$250,000.

Dallas—A large hide-drying and packing establishment is being erected at West Dallas.

Dallas—Planing Mill—Boyd and Webster are rebuilding a large planing mill previously mentioned as burned.

Fort Worth Excelsior Factory—An excelsior factory is being erected by C. F. Sammons.

Fort Worth—Wagon Factory—There is talk of a \$300,000 stock company being organized to build a large wagon factory.

Fort Worth—Street Railroad—The North Fort Worth Street Car Company have leased the lines of the Fort Worth Street Car Company, and will operate these lines in connection with their five miles of road mentioned last week as to be built. Rails have been purchased. The company contemplate soon operating all their roads by electric power.

Galveston—Dynamite Factory—A company is being organized to manufacture dynamite, and works are to be erected near Galveston at once. Louis Seigel will be superintendent.

Galveston—Transportation—The Columbia Transportation Company, capital stock \$20,000, has been chartered by Branch T. Masterson of Galveston; J. G. Smith of Brazoria and T. L. Smith of Columbia.

Jasper—Courtthouse—Jasper county contemplates building a courthouse to cost about \$25,000. Address commissioners' courts for particulars.

Kerrville—Marble Quarry—A marble quarry has, it is stated, been started by Frank Fitch of San Antonio.

Lassater—Saw Mill—The East Line Lumber Company, lately mentioned, will build a saw mill with a daily capacity of 25,000 feet, and want to purchase machinery.

Lewisville—Corn Mill—J. N. Kealy speaks of erecting a roller corn mill.

Lewisville—Flour Mill—The Lewisville Mills, lately mentioned as to improve their flour mill, have decided not to do so until next spring.

Moscow—Planing Mill—T. L. Hackney will add a planing mill to his saw mill, and wants to purchase machinery for same; also a slab elevator.

New Braunfels—Flour Mill—M. Land and Bro. will enlarge their flour mill and put in a new water wheel.

Nona—Lumber Mill—The Nona Mills Company will add to their lumber mill one 20x30-inch engine, one set twin rolls and heavy carriage and block.

Orange—Lumber Mill—L. L. Moore will put in a band sawmill, a roller lumber mill, and want to purchase machinery. If satisfactory they will add two more band mills.

Paris—Publishing—J. E. Ellis will publish a daily paper.

Pecos—Corn and Flour Mill—Jacob Morrow is building a corn and flour mill on Pecos creek.

Pryor—Lumber Mill—R. Prior & Sons have added machinery to their lumber mill, including a cotton gin, etc.

San Antonio—Wool Scouring Establishment—G. Hellemann & Co. have put in operation a wool scouring establishment which has been idle for several years.

San Antonio—Hotel and Sanatorium, etc.—The H. H. McLean property, containing about 150 acres, situated near San Antonio, has been purchased by a syndicate who contemplate building, it is said, a \$500,000 hotel, a large sanatorium and an electrical street railroad to connect with San Antonio.

Sherman—Electric Light Plant—A committee has been appointed to consider the feasibility of erecting the incandescent electric light plant referred to last week. The mayor can give information.

Texarkana—Soap Factory—Messrs. Lenz and Andrews and others have purchased the Texarkana Soap Manufacturing Co., capital stock \$15,000.

Texas—Sugar Factory—Kansas parties contemplate erecting, at a cost of about \$100,000, a factory for manufacturing sugar from sorghum.

Tyler—Car Works—A proposition for the establishment of car works is being considered. Eighty thousand dollars is reported as being subscribed toward securing the enterprise.

Weatherford—Jute Factory—The Weatherford Native Jute Rope Manufacturing Co., previously reported, have started the manufacture of jute.

The number of new industrial enterprises organized in the South during the past week, as shown by special reports to the Manufacturers' Record, has been so large that it is difficult to give even a summary of the most important ones. The list extends over almost the whole range of human industry, embracing pig iron furnaces, foundries, machine shops, cotton and woolen mills, cotton compresses, fruit canning factories, electric light works, flour mills, grist mills, saw mills, planing mills, sash, door and blind factories, furniture factories, tobacco factories, brickyards, ice factories, gasworks, breweries, quarrying companies, and companies to mine coal, iron ore, gold, etc. In Alabama the two English syndicates lately mentioned have purchased 300,000 acres of coal land, which will be developed on a large scale. Birmingham is to have a 6000-spindle cotton mill; Anniston, car-spring works to employ several hundred hands; a nail mill and a machine shop. A \$8,000,000 railroad company has been formed to consolidate two short roads and extend them so as to make a through line from Atlanta via Gadsden and Anniston to Blocton. There are now thirteen furnaces along this line, and the Blocton

ton coal mines are to enlarge their daily output to 5000 tons. Two new furnaces have blown in near Birmingham, and there are rumors of large rolling mills, etc., to be put up. Rome, Ga., reports two companies with paid-up capital of \$600,000 and \$300,000 respectively, to mine ore and coal, manufacture iron, lumber, etc.; Brunswick, a \$1,000,000 company to build compresses, claimed to be the most powerful in the world, and a \$500,000 woolen mill. Two cotton mills are projected at Athens, Tenn.; one at Louisville, Ky.; one at Talladega, Ala., and at Lynchburg bids are invited for building a 10,000-spindle mill. Over \$500,000 are being put into new breweries and the enlargement of old ones at Louisville, and one of them has asked for permit to lay pipes under the streets to deliver beer direct from the brewery to the larger consumers. Shreveport has a new \$60,000 brewery company; Lynchburg \$30,000 knitting factory; Norfolk, \$20,000 lumber mill company and new gas company; Galveston, dynamite factory; Carabelle, Fla., \$100,000 lumber company; Navarro, Tex., \$250,000 mining company; Chattanooga, new boiler works; Louisville, \$25,000 coal mining company; McKeenroe, W. Va., \$18,000 coal mining company; several other coal mining companies in West Virginia, Tennessee, etc. At El Paso, Tex., a \$200,000 company is at work on a great irrigating and canal enterprise. San Antonio is to have a \$500,000 hotel and sanatorium. It is rumored that contracts have been made for the two new furnaces projected at Radford, Va.; a new furnace at Iron Gate, Va., is talked of, and a \$100,000 sorghum sugar mill is reported from Texas. A \$500,000 cotton baling factory is projected at New Orleans. The Richmond and Allegheny Railroad Company have purchased several hundred acres of land on which to build machine shops, roundhouse, etc.; railroad machine shops will also be built at Danville, Va., and Americus, Ga. Of other enterprises, such as electric light plants, gas works, railroad projects, wood working factories, general improvement companies, and the enlargements of plants already in existence, the list for the week as given in the Manufacturers' Record today is unusually long, and everything points so a continuance during the winter of this wonderful development of the South's material resources and rapid industrial advancement.

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